

## CONFERRING ABOUT SAMOA

## THE GERMAN EMPEROR CALLS ON THE BRITISH AMBASSADOR.

Instructions Sent to the British Consul at Apia After Consultations in London.—No Official News Received Yet in Germany from Samoa.—Belief That a New Treaty for Governing the Islands Must Be Made.—Another British Cruiser Ordered to Apia.

Special Cable Despatches to The Sun.

BERLIN, Jan. 20.—The Emperor paid a visit to Sir Frank Lascelles, British Ambassador, at noon today and remained an hour. It is reported that the Kaiser and the Ambassador discussed the Samoan situation and the relations between Great Britain and France.

So far as can be ascertained, the Foreign Office here is entirely without direct official information from Samoa. Such unofficial news as has reached commercial firms in Hamburg and the newspapers is virtually identical with that received in London from Auckland and New York. Pending the receipt of more exact details, the official position is willing to accept a definite opinion, though the official press is not to regard the situation as in any way alarming or likely to involve Germany in complications with the United States and Great Britain.

The authorities declare that they are unable to understand why Chief Justice Chambers has annulled the election of Matafua and why the clause of the treaty he disqualified him. They also fail to understand why Chief Justice Chambers took refuge on the British warship Porpoise, under what circumstances Dr. Raffel, the German President of the Municipal Council, closed the Supreme Court, or what necessity there was for landing British marines. All these points need clearing before the position can be adequately gauged. Meanwhile the British reports of disturbances are declared to be incorrect in asserting that Matafua is a man of the property of whites.

It is recognized that the present system of control in the islands is impracticable, and is being granted that diplomatic negotiations will inevitably reopen the whole question. The belief is expressed that such negotiations will result in an amicable solution and the establishment of permanent order. It is too early to predict, however, that Germany will take but it is generally assumed that she will renew the suggestions that she be allowed to have full control, which have already been rejected by the other powers. It is also thought that the attitude of Great Britain is likely to be as far as possible one of strictest reserve, so as to avoid being compelled to choose between supporting Germany or the United States.

The newspapers continue to be more or less apathetic on the subject, and they urge the public to accept Samoan news with caution. The National Zeitung says that the untenable character of the existing conditions in Samoa is becoming more and more. It adds that further information must be awaited concerning the latest conflicts between the German, British and American officials, but it is so far clear that in consequence of the joint dominion of the three powers there is ever present the seed of conflict, to the dangerous nature of which the limited extent of American and British interests is in startling disproportion.

The National Zeitung further says that the Samoans were easy to manage twenty years ago, but that the intrigues of English and American adventurers against those German interests which predominate in the islands have created profound animosity between the natives and caused them to adopt a refractory attitude toward the civilized powers.

The Vossische Zeitung says: "The German Government will not correctly and in accordance with its treaty obligations. It will examine the measures taken by its representatives and act accordingly, of course, with due appreciation of German interests, which cannot be surrendered."

The Vossische Zeitung, commenting on the reports that have been received from Washington, complains of the attitude of the American Government, and denounces the United States as being in the position of a power which will be taken which will injure no existing right."

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Government officials refuse to give any information as to what negotiations are in progress between Samoa and the United States. The only British vessel in Samoan waters is the third-class cruiser Porpoise.

The New York Herald Tribune, in its editorial, expresses the opinion that a conference is required rather than the despatching of warships to Samoan waters. The Berlin convention of 1889 declaring the Samoan islands to be independent neutral territory in which Germany, England and America shall have equal rights has been broken down, the Gazette says, and will require prompt and firm diplomacy to get it into working order again. A German official has been blamed throughout for the troubles in Samoa, but the paper predicts his acts will be disavowed.

LONDON, Jan. 21.—The Morning Post, in discussing a new arrangement in regard to Samoa, which it regards as imperative, says: "Great Britain and the United States may frankly welcome the opportunity of giving practical effect to the expressions of good will they have lately exchanged. They may be trusted to respect one another's rights and interests, and we would expect to see a similarly amicable view of the case of the third partner in the contract. The growth of ill feeling between America and Germany is a force which will have to be taken into serious account if an effort is not made on both sides to remove it as instances occur. The present occasion is admirably adapted for the beginning of the experiment."

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The advice further say that Matafua Tanu, Tanamase and Chief Justice Chambers boarded the British vessel Porpoise, the provisional Government Council, the Samoan Council. A detachment of blue-jackets from the British warship landed on Jan. 7 and reopened the court, despite the protest of the provisional Government.

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An attempt to modify the Berlin treaty of 1889 will result from the critical conditions prevailing in the islands, through the uprising of Matafua's followers and the effort to dispossess Chief Justice Chambers of the authority conferred on him by the signatory powers, is freely admitted in official circles, but there is no shared opinion as to what modification will meet with the approval of the three nations concerned. The suggestion has been made that the signatory powers may agree on a geographical division of the protectorate, giving to each nation a certain area of the islands over which it shall exercise the authority conferred on the three parties to the Berlin agreement of 1889.

It was admitted by a high official to-day, in response to a suggestion, that such a division would probably be proposed, but he did not express an opinion as to whether or not such a solution was likely to meet with the approval of the United States and Great Britain. He emphatically stated, and that was that the United States would not withdraw from its guaranteed rights in Samoa. The President and the Cabinet have evidently determined to retain all the interest in the protectorate possessed by the Government, and will not consent to any modification of the general act that will deprive the country of any of the authority given by that act.

No special instructions have been sent to Rear Admiral Kautz, who will proceed to Apia in the Philadelphia. The usual directions to commanding officers of naval vessels or gunboats ordered to proceed to a place where American interests are at stake, have been forwarded to the Admiral at San Diego to-day. He will act in accord with the American Consul, protect the lives and property of American citizens, and assist the Consul in maintaining the rights guaranteed to the United States in the Berlin act. The Navy Department has no present intention of sending the Oregon to Samoa, and it was said at the department today that the prospect of a peaceful solution of the Samoan difficulty is not yet certain that the battle ship would not go.

## NO 16 TO 1 FOR CROKER.

## TO REVIVE THAT CRY WOULD BRING HARD TIMES AGAIN.

Free Silver Merely a Local Issue, and It Won't Do for New York, for Which State Only He Speaks.—Now James Has Arisen The Platform of 1900 Not Yet Written.

Richard Croker, commenting on newspaper estimates of his published statement that free silver would be introduced in New York, says in the *Times* of to-day:

"According to their point of view, these gentlemen of the press are quite right in saying that I do not represent the Democracy of this country. If they had only been thoughtful enough to read the article in question a little more carefully, they would have seen that I gave my views simply as a citizen of New York. I trust that they will concede that I am entitled to the right of free speech as well as they are."

"I reiterate that the 16 to 1 question is a dead issue. This was proved conclusively by the expression of the will of the people in 1894, when they elected Mr. McKinley President of the United States. Now, the Democrats of the West and other sections of the country are trying to twist this dead issue upon the Democratic party and to make the old, dead cry of 16 to 1 the Democratic issue in 1899. They are trying to do this, and I think it is a very foolish thing to do. There is no earthly reason for it. The times of four years ago are past. To-day the times are different, and the issues are not the same."

"Speaking for this section of the country, I say that the 16 to 1 question is again brought before the people, and it is again brought before them in the same old, dead issue. I say that the 16 to 1 question is again brought before the people, and it is again brought before them in the same old, dead issue. I say that the 16 to 1 question is again brought before the people, and it is again brought before them in the same old, dead issue."

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## DOCKHOBORSKI REACH CANADA.

## A First Shipload of 3,000 of the Russian Settlers Bound for Manitoba.

HALIFAX, Jan. 20.—The steamship Lake Huron, with 2,000 Russian Dockhoborski bound for Canada, North-west, arrived this afternoon. The quarantine officers boarded the vessel in response to the yellow flag at the foremast, but found that the ship had no contagious disease on board except a case of measles, which had been isolated. Ten deaths occurred on the voyage. A more careful examination will be made in order to assure the passengers will have to pass the health officers individually.

When a clean bill of health is given the steamer will proceed to St. John, whence the Dockhoborski will be forwarded West by rail. The immigrants were met by Prince Hilko of Russia, who has been in Canada for some months. The Dockhoborski sang a psalm beginning, "God is with us, he has brought us through the sea." The singing was over Prince Hilko and J. Atkinson, a Quaker from Philadelphia, offered prayers. Then the singing broke out again.

Prince Hilko told the Sun correspondents that the Dockhoborski had made good homes for themselves in Canada. They received proposals from the French Government to settle in the French colonies, but they preferred to come to Canada, where they would be free to follow their own religion. They came to Canada by the free grant of land from the Government and a cash bonus of \$4 a head when they became citizens. They will take up homesteads in Manitoba.

The Dockhoborski are fine looking, strong and well built. They are all of the same age, between 20 and 30 years old, and after it was over, when 55 years old, he joined the ranks of the immigrants. Another of the immigrants is 85 years old, ten of which were spent in exile in northern Russia. Several thousand more of these Dockhoborski are on the way to Halifax.

EXPRESS LOCOMOTIVE HIT HER. Remarkable Flight and Escape of Bridge Hughes, Septuagenarian.

MOUNT VERNON, N. Y., Jan. 20.—Bridget Hughes is a widow about 70 years old, who lives in Polham and does her shopping in Mount Vernon. She has a son, a carpenter, who is in the habit of taking her to her home with her basket on her arm, taking the New Haven Railroad tracks in order to shorten the distance. She had gone only a short distance when she saw a train coming from New Rochelle. She stepped to the express track to see what the train was doing. The train was a passenger train, and she saw a locomotive coming toward her. She was in the habit of taking the train to her home, and she saw a locomotive coming toward her. She was in the habit of taking the train to her home, and she saw a locomotive coming toward her.

The engineer, supposing that the woman had been killed, put on the air brakes and brought the train to a stop. The woman was not hurt, but she was very much frightened. She was in the habit of taking the train to her home, and she saw a locomotive coming toward her. She was in the habit of taking the train to her home, and she saw a locomotive coming toward her.

The locomotive struck her just as she was stepping from the track. The woman was not hurt, but she was very much frightened. She was in the habit of taking the train to her home, and she saw a locomotive coming toward her. She was in the habit of taking the train to her home, and she saw a locomotive coming toward her.

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## RAPID TRANSIT SCHEMES.

## THREE IMPORTANT BILLS INTRODUCED BY SENATOR MARSHALL.

One Amends the City Charter So as to Grant Franchises in Perpetuity to Tunnel Corporations.—Another Will Enable the Long Island Railroad to Reach the Forty-second Street Depot by Tunnel.

ALBANY, Jan. 20.—The Rapid Transit Commissioners of New York City, with the concurrence of the Municipal Assembly, will be enabled to grant a charter in perpetuity to any corporation which it might secure to "build a hole in the ground" if a bill introduced by Senator Marshall to-day should be enacted into law. The bill proposes to amend section 73 of the New York City charter, which limits the granting of railroad franchises to a twenty-five years, by adding the following words:

"Nothing herein contained shall apply to contracts granted to tunnel railroad corporations, and the Municipal Assembly is hereby authorized, in its discretion, to grant, without any limitation as to period of enjoyment, contracts for the construction of tunnels for the streets and highways in the city of New York for the construction and operation of a tunnel railroad underneath the surface thereof, but all ordinances granting any such contract shall provide for the supervision of the work by the proper city officials and may contain such other and such provisions for the benefit of the city as the Municipal Assembly may deem proper."

While this bill was not introduced in the interest of the Rapid Transit Commission's proposed tunnel railroad on Manhattan Island, it certainly would add much to the value of such tunnel if it could be granted in perpetuity, and capital would more readily invest in such corporations.

This was one of three bills introduced to-day by Senator Marshall having for their object the advancement of the Long Island Railroad to run from its terminus on Atlantic avenue, Brooklyn, under the surface of the city to the Forty-second Street Depot, a point near Maiden lane in the city of New York and thence underground to the Forty-second Street Depot. The bill was introduced by Senator Marshall, and it was introduced by Senator Marshall.

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## MINNESOTA FOR EXPANSION.

## A Resolution Passed by the Legislature Favoring Annexation of the Philippines.

ST. PAUL, Minn., Jan. 20.—The first oratorical outbreak of the session occurred in the Senate to-day when Senator Stowell called up his resolution which declared strongly against the policy of expansion and opposed the annexation of the Philippines.

In the vote upon the resolution only three Democrats were found to support it. Not a Republican voted for it, while the vast majority of the Democrats voted against the resolution. Many of the Democrats who voted against the resolution did so, explained, because they did not believe the matter was one within the province of the Legislature.

When a resolution was brought in from the House urging the ratification of the treaty of peace with Spain it was carried by a vote of 35 to 18. All the Democrats but one and two Republicans voted against it.

All these facts have been known for a week to the fishermen engaged in the oyster fisheries off the east Louisiana coast. These fishermen are from the States of Texas, Louisiana, Mississippi, Alabama, Georgia, Florida, and they say that as far back as Jan. 10 they found some wreckage in the swamps back of what is known as Venice, near the mouth of the Mississippi, and every one on board was killed at once or drowned soon after. The boat was operated by a small engine. She had several accidents from fire on her way down the river. The explosion not only blew off the pilot-house, but split the yacht in two.

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